

Petitioner: Mr. Robert E. Salmen
Sections of the FAR Affected: 14 CFR
121.383(c)

Description of Relief Sought: To permit Mr. Salmen to be a pilot in operations conducted under part 121 of the FAR after reaching his 60th birthday.

Docket No.: 28035

Petitioner: Mr. Richard E. Randle
Sections of the FAR Affected: 14 CFR
121.383(c)

Description of Relief Sought: To permit Mr. Randle to act as a pilot in operations conducted under part 121 of the FAR after reaching his 60th birthday.

Docket No.: 28036

Petitioner: Mr. Kenneth A. Urdahl
Sections of the FAR Affected: 14 CFR
121.383(c)

Description of Relief Sought: To permit Mr. Urdahl to be a pilot in operations conducted under part 121 of the FAR after reaching his 60th birthday.

Docket No.: 28065

Petitioner: Mr. Russell C. Hazelton
Sections of the FAR Affected: 14 CFR
121.383(c)

Description of Relief Sought: To permit Mr. Hazelton to act as a pilot in operations conducted under part 121 of the FAR after reaching his 60th birthday.

Docket No.: 28075

Petitioner: Chelan County Fire District 1
Sections of the FAR Affected: 14 CFR
parts 1 and 11; SFAR 38-2

Description of Relief Sought: To allow Chelan County to continue to operate its Bell UH-1B helicopter in a public aircraft status. The petitioner requests this exemption pursuant to the Public Aircraft Definition and Exemption Authority rule.

Dispositions of Petitions

Docket No.: 27122

Petitioner: Air Tractor, Inc.
Sections of the FAR Affected: 14 CFR
61.31(a)(1)

Description of Relief Sought/
Disposition: To extend Exemption No. 5651, as amended, which permits Air Tractor, Inc., and pilots of the Air Tractor models AT-802 and AT-802A to operate these airplanes without holding a type rating, although maximum gross weight of these airplanes exceeds 12,500 pounds.
Grant, January 18, 1995, Exemption No. 5651B

Docket No.: 27966

Petitioner: Reeve Aleutian Airways, Inc.
Sections of the FAR Affected: 14 CFR
121.356(a)

Description of Relief Sought/
Disposition: To allow Reeve Aleutian Airways, Inc., permanent exemption

from § 121.356(a) of the FAR to the extent necessary to permit Reeve Aleutian to operate its three remaining Lockheed L-188 aircraft within the State of Alaska, after April 1, 1995, without installation of TCAS II technology. *Denial, February 16, 1995, Exemption No. 6030*

Docket No.: 27845

Petitioner: Learjet Inc.
Sections of the FAR Affected: 14 CFR
25.571(e)(1)

Description of Relief Sought/
Disposition: To permit Learjet Inc., to be exempt from the 4-pound bird strike requirement of § 25.571(e)(1) from Vc at sea level to 8,000 feet in favor of Vc at sea level or .85 Vc at 8,000 feet, whichever is greater.
Partial Grant, January 26, 1995, Exemption No. 6021

[FR Doc. 95-5638 Filed 3-7-95; 8:45 am]

BILLING CODE 4910-13-M

[Summary Notice No. PE-95-10]

Petitions for Exemption: Summary of Petitions Received; Dispositions of Petitions Issued

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petitions for exemption received and of dispositions of prior petitions.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption (14 CFR Part 11), this notice contains a summary of certain petitions seeking relief from specified requirements of the Federal Aviation Regulations (14 CFR Chapter I), dispositions of certain petitions previously received, and corrections. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

DATES: Comments on petitions received must identify the petition docket number involved and must be received on or before March 28, 1995.

ADDRESSES: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (AGC-200), Petition Docket No. _____, 800 Independence Avenue, SW., Washington, D.C. 20591.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket

and are available for examination in the Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, D.C. 20591; telephone (202) 267-3132.

FOR FURTHER INFORMATION CONTACT: Mr. D. Michael Smith, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-7470.

This notice is published pursuant to paragraphs (c), (e), and (g) of § 11.27 of Part 11 of the Federal Aviation Regulations (14 CFR Part 11).

Issued in Washington, DC, on February 27, 1995.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 24466

Petitioner: Air Transport Association
Sections of the FAR Affected: 14 CFR
121.485

Description of Relief Sought: To extend Exemption No. 4317, as amended, which permits member carriers of the Air Transport Association to conduct flights of fewer than 12 hours duration with an airplane having a crew of three or more pilots and an additional flight crewmember without requiring the rest period following that flight to be twice the hours flown since the last rest period at his/her home base.

Docket No.: 28010

Petitioner: General Electric Company
Sections of the FAR Affected: 14 CFR
21.128(a)(2)

Description of Relief Sought: To permit General Electric to deliver certain pre-type-certificated prototype engines (CFM56-5C4) manufactured and assembled under conformity configuration control, without subjecting the engine to a test run that includes at least 5 hours of operation at rated maximum continuous power or thrust. For engines having a rated takeoff power or thrust higher than rated maximum continuous power or thrust, the 5-hour run must include 30 minutes at rated takeoff power or thrust.

Dispositions of Petitions

Docket No.: 23453

Petitioner: Hawaiian Airlines
Sections of the FAR Affected: 14 CFR
108.5(a)(1)

Description of Relief Sought/
Disposition: To permit Hawaiian Airlines to utilize its DC-9 aircraft without a security program that meets the requirements of § 108.7. The DC-

9 aircraft would be a last minute replacement for its DASH-7 equipment. Hawaiian Airlines has confirmed that this exemption is no longer necessary; therefore, this current exemption documents the termination of the original exemption. *Termination, February 8, 1995, Exemption No. 3796A*

Docket No.: 23980

Petitioner: United States Hang Gliding Association, Inc.

Sections of the FAR Affected: 14 CFR 103.1

Description of Relief Sought/

Disposition: To amend Exemption No. 4144, as amended, which allows unpowered ultralight vehicles to be towed aloft by powered ultralight vehicles operated by individuals authorized by the United States Hang Gliding Association, Inc. The amendment would have allowed an increase to the weight limit for single-place powered ultralight vehicles, used in air-to-air towing operations only, up to 360 pounds empty weight. Additionally, this petition would have allowed an increase to the weight limit for two-place powered ultralight vehicles, used in air-to-air towing operations only, up to 496 pounds empty weight. Exemption No. 4144, as amended, stand as is; the amendment is denied. *Denied, February 10, 1995, Exemption No. 6024*

Docket No.: 26067

Petitioner: SimuFlite Training International

Sections of the FAR Affected: 14 CFR appendix H of part 121; 135.293; 135.297; 135.299; 135.303; 135.337(a)(2), (a)(3), and (b)(2); and 135.339(a)(2), (b), and (c)

Description of Relief Sought/

Disposition: To extend and amend Exemption No. 5187B, which permits SimuFlite, subject to certain conditions and limitations, to use its qualified instructor pilots or pilot check airmen in approved simulators to train and check the pilots of part 135 certificate holders that contract with SimuFlite for training. The amendment restores the conditions and limitations that existed prior to the issuance of Exemption No. 5187B, except for some minor clarifications. *Grant, February 2, 1995, Exemption No. 5187C*

Docket No.: 26302

Petitioner: FlightSafety International

Sections of the FAR Affected: 14 CFR appendix H of part 121; 135.293; 135.297; 135.299; 135.337(a)(2), (a)(3), and (b)(2); and 135.339(a)(2), (b), and (c)

Description of Relief Sought/

Disposition: To extend and amend Exemption No. 5241D, which permits FlightSafety International (FSI), subject to certain conditions and limitations, to use its qualified instructor pilots or pilot check airmen in approved simulators to train and check the pilots of part 135 certificate holders that contract with FSI for training. The amendment restores the conditions and limitations that existed prior to the issuance of Exemption No. 5241D, except for some minor clarifications. *Grant, February 1, 1995, Exemption No. 5241E*

Docket No.: 27121

Petitioner: Tower Air

Sections of the FAR Affected: 14 CFR appendix H of part 121

Description of Relief Sought/

Disposition: To extend and amend Exemption No. 5596, as amended, which allows Tower Air to provide initial or upgrade training and checking in a Phase II (Level C) simulator and allows certain experienced pilots and flight engineers who have received training in a Phase II (Level C) simulator to be B747 seconds in command (SIC) in accordance with the training and checking provisions permitted under Phase III (Level D) of appendix H. The amendment revises the exemption to permit former military pilots with large turbojet experience to be trained and checked in a B747 Phase II (Level C) simulator without receiving any training or checking in the actual aircraft. *Grant, February 3, 1995, Exemption No. 5596C*

Docket No.: 27947

Petitioner: Jet Support Systems, Inc.

Sections of the FAR Affected: 14 CFR 135.165(b)(6) and (7)

Description of Relief Sought/

Disposition: To allow Jet Support Systems, Inc., to operate turbojet aircraft in extended overwater operations equipped with one high frequency communication system. *Grant, February 8, 1995, Exemption No. 6026*

Docket No.: 27968

Petitioner: Corporate Air

Sections of the FAR Affected: 14 CFR 121.345(c)(2) and 135.143(c)(2)

Description of Relief Sought/

Disposition: To permit Corporate Air to operate without a TSO-C112 (Mode S) transponder installed on its aircraft operating under the provision of parts 121 and 135. *Grant, February 7, 1995, Exemption No. 6025*

Docket No.: 27960

Petitioner: Atlas Air Inc.

Sections of the FAR Affected: 14 CFR appendix H of part 121

Description of Relief Sought/

Disposition: To extend and amend Exemption No. 5888, which allows Atlas Air Inc., to provide initial or upgrade training and checking in a Phase II (Level C) simulator and allows certain experienced pilots and flight engineers who have received training in a Phase II (Level C) simulator to be B-747 seconds in command (SIC) in accordance with the training and checking provisions permitted under Phase III (Level D) of appendix H. The amendment revises paragraph 4.a of the conditions and limitations to require two manual takeoffs and landings instead of the four manual takeoffs and landings currently required. *Partial Grant, February 3, 1995, Exemption No. 5888A*

Docket No.: 28058

Petitioner: Blackhawk International Airways

Sections of the FAR Affected: 14 CFR 135.143(c)(2)

Description of Relief Sought/

Disposition: To permit Blackhawk International Airways to operate without a TSO-C112 (Mode S) transponder installed on its aircraft operating under the provisions of part 135. *Grant, February 3, 1995, Exemption No. 6022*

Docket No.: 27859

Petitioner: Professional Airline Training, Inc.

Sections of the FAR Affected: 14 CFR 61.55(b)(2); 61.56(c)(1); 61.57(c) and (d); 61.58(c)(1) and (d); 61.63(c)(2) and (d)(2) and (3); 61.65(c), (e)(2) and (3), and (g); 61.67(d)(2); 61.157(d)(1) and (2) and (e)(1) and (2); 61.191(c); and appendix A of part 61

Description of Relief Sought/

Disposition: To permit Professional Airline Training, Inc., to use FAA-approved simulators to meet certain flight experience requirements of part 61 of the FAR. *Grant, February 3, 1995, Exemption No. 5988*

[FR Doc. 95-5637 Filed 3-7-95; 8:45 am]

BILLING CODE 4910-13-M

Notice of Intent To Rule on Application To Use the Revenues From a Passenger Facility Charge (PFC) at Albany County Airport, Albany, NY

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Correction to notice of intent to rule on application to use the revenues from a passenger facility charge (PFC) at